

To: safetravel@camden.gov.uk

Consultation on Kilburn-West Hampstead Cycle Route (C51)

Camden Cycling Campaign Response

This response to the consultation on the above proposal from Camden Council is from Camden Cycling Campaign, the Camden borough group of London Cycling Campaign. We represent the interests of cyclists living or working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this proposal within our committee.

General Comments

We are pleased to see the proposal to extend the planned C51 Cycle Route from the Westminster border through Camden to Abbey Road. Assuming Westminster and TfL complete their sections, this will create a much-needed route in the western part of the borough and is shown on Camden's proposed cycle network plan.

We note that there are no plans for improvements north of Abbey Road so the quality of the connection to the future route of Q3 on Woodchurch Road is unclear and, more significantly, the route does not connect to the stations on West End Lane but ends rather arbitrarily at Broadhurst Gardens, which is a one-way road W-E.

We have serious concerns about three of the junctions; details are given below.

Response to Specific Proposals

Consultation Questions

10. Raised parallel Zebra crossing of Abbey Road	We cannot support the proposed layout - see below
11. Additional 7.5t weight restrictions on Priory Road and Priory Terrace	We support - removing LGVs from this section will be beneficial for safety
12. Pedestrianisation (ban on all motor vehicles) from north side of Kilburn Priory rail bridge to Langtry Road	We strongly support - this will make a big difference to motor traffic levels
13. Ban on motor vehicles entering Greville Road eastbound	We support but have concerns about the design - see below
14. Continuous footways on Springfield Lane & both arms of Greville Road. Add rainwater garden.	We support - this will help change the nature of the space
15. Introduce 10 Cycle Hangars along the route	We support - there is a huge demand for secure cycle parking
16. Introduce dockless bike and E-scooter hire bays	We support

Overall Plans (from supplied maps)

Working from north to south (some duplication with responses above):

Junction of Priory Road with Abbey Road:	
Continuous footways on both arms of Priory Road	We support
Raised parallel Zebra crossing of Abbey Road	We cannot support the proposed layout - see below
Removal of 27m of resident parking on Priory Road near the junction	We support
Add 2 cycle hangars and 6m of dockless bike hire parking	We support
Priory Road between Abbey Road and Belsize Road:	
Replace 5.2m of residents' parking with 2 cycle hangars	We support
Junction of Priory Road with Belsize Road:	
Previously upgraded	We do not support the junction design - see below
Additional 7.5t weight restrictions on Priory Road and Priory Terrace	We support
Kilburn Priory between Belsize Road and Langtry Road:	
Pedestrianisation (ban on all motor vehicles) from north side of rail bridge to Langtry Road	We strongly support - this will make a big difference to motor traffic levels
Removal of 43m of residents' parking on rail bridge	We support
Kilburn Priory between Langtry Road and Greville Road (plus Mortimer Place):	
Replace 10.4m of residents' parking with 4 cycle hangars	We support
Junction of Kilburn Priory with Greville Road/Springfield Lane: This is an important point for joining or leaving the C51 route, either via Kilburn Priory south to the crossing over Kilburn High Road to Kilburn Park Road or via Springfield Lane to locations further north.	
Continuous footways on Springfield Lane & both arms of Greville Road	We support
Narrow the junction with Greville Road (east) and add rainwater garden	We support
Remove 22m of residents' parking near junction	We support
Greville Road at Mortimer Crescent:	
Change priority of junction	We have concerns - see below
Ban on motor vehicles entering Greville Road eastbound	We support
Removal of 76m of residents' parking	We support
Addition of 2 cycle hangars and 10m of dockless bike hire parking	We support

Junctions

We have serious concerns about the junction designs and have some suggestions

1. Raised parallel Zebra crossing of Abbey Road

Although the plans have some benefit for southbound cyclists, the proposals require northbound cyclists to cross oncoming and with-flow motor traffic twice within the confines of the junction (see red arrow and circles). This is not acceptable and is likely to lead to conflict with motor vehicles and with pedestrians trying to cross the entrances to Priory Road. See Figure 1a which shows the proposed layout with cycle routings and potential points of conflict overlaid. Note that the right turn from Abbey Road will also create conflict at the entrance to Priory Road northbound.

Junction as proposed

- Might work OK for southbound cyclists and for RT from W to S
- Very poor for northbound cyclists and for RT from E to N
- Only 7.5m carriageway width so no room for cycle lanes + two-way motor traffic

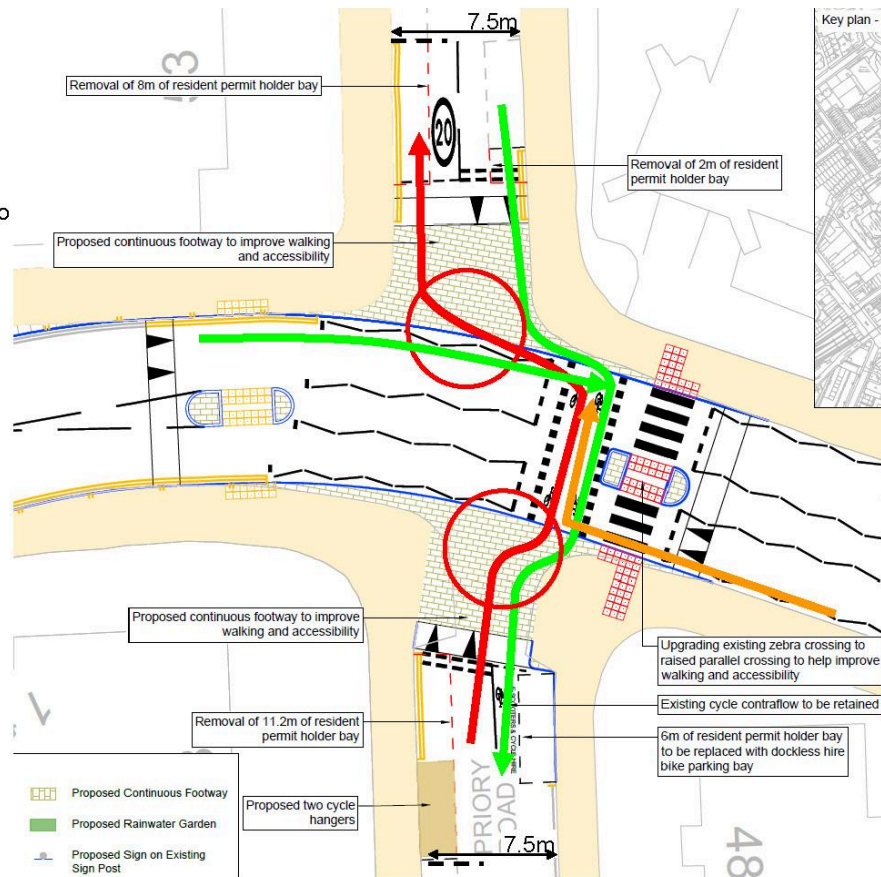


Figure 1a - Abbey Road Junction as proposed showing cycle routing and potential points of conflict

A better approach would be to add a second crossing of Abbey Road to the west of the junction. Better still, we propose a solution similar to that used by Islington at the Hungerford Road/ Caledonian Road crossing (Figure 1b). Implementing this at Abbey Road would require making the northbound arm of Priory Road one-way northbound for motors (at least for a short section) but it would allow a safe place to cross to the nearside (Figure 1c). Making this section of Priory Road northbound only would have the additional benefit of reducing the likelihood of conflict between cycles and southbound motors exiting Priory Road.

If neither of these changes are implemented we believe that the planned parallel crossing should be dropped from the scheme.

Comparison to C50

Hungerford at Caledonian has:

- 2.7m cycle lane (two-way)
- 6m traffic (two-way)
- 2m island
- Total 10.7m

Motor traffic must turn left

Penn Road is one-way:

- 2m cycle lane (SB)
- 3m motor+cycle lane (NB)
- 5m total width
- Note the give way for motors to allow cycles to cross to nearside

Works well – RTs too

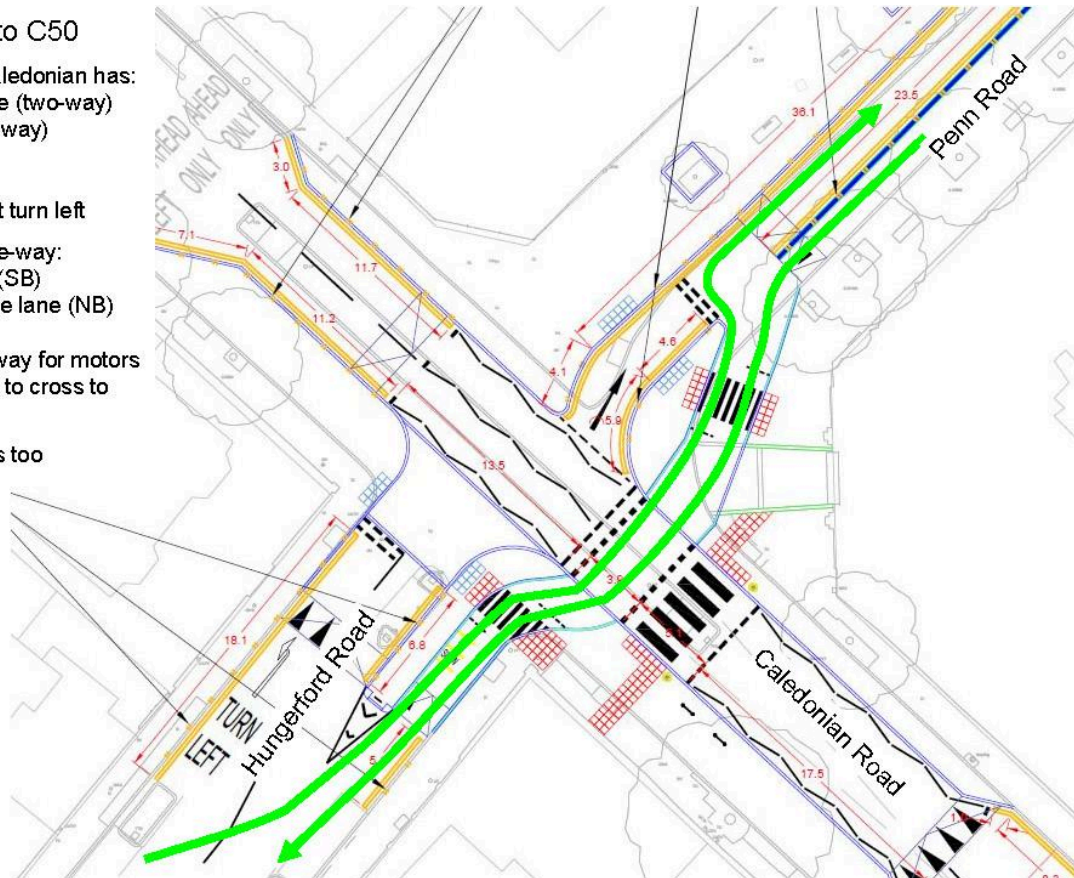


Figure 1b - Example from LBI - Hungerford Road crossing of Caledonian Road

Suggestion for Priory Road

Make Priory Road one-way north of the junction and use the space for cycle lanes:

- 3m motor traffic
- 2m island (red hatched)
- 2.5m two-way cycle lane
- Give Way for northbound motors

?Shift the crossing west a bit

Use the DHB bay to make space for a two-way cycle lane

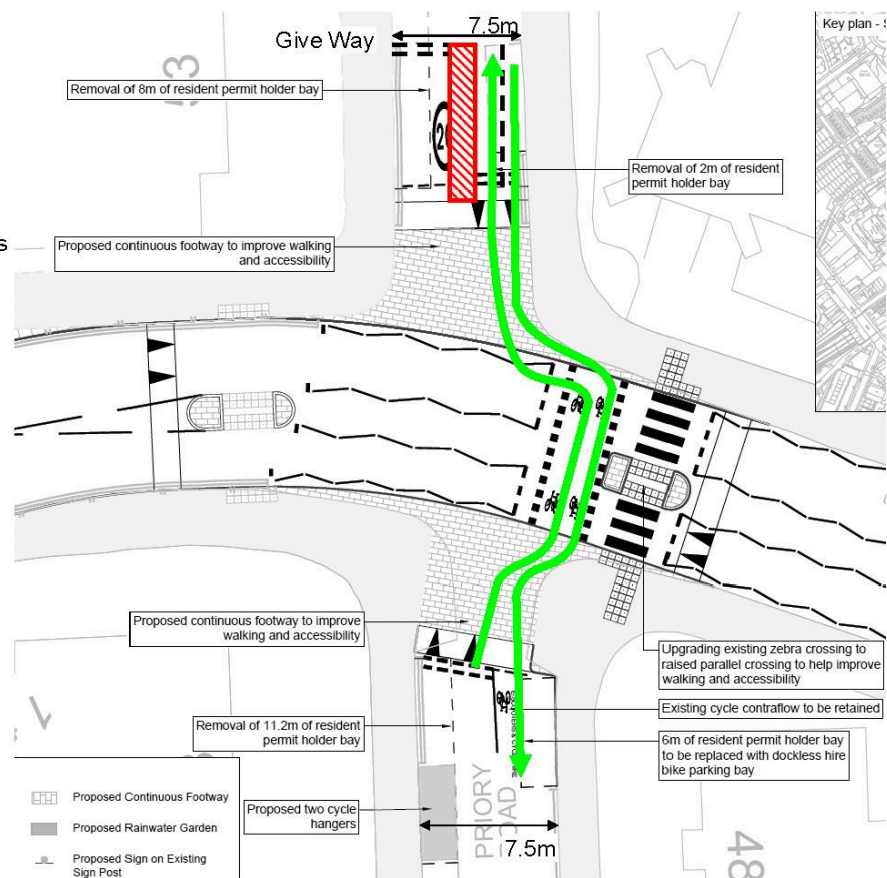


Figure 1c - Proposed redesign of Abbey Road Crossing

2. Raised parallel Zebra crossing of Belsize Road

The layout here is similar to the proposal for the Abbey Road crossing. It was consulted on in 2023 and we objected to the proposed layout at the time. We still oppose it on the same grounds, though the risk to northbound cyclists (though not southbound) will be mitigated if Kilburn Priory is closed to through motor traffic. As part of the current consultation we believe that this junction should be reevaluated.

3. Greville Road at Mortimer Crescent

We support the proposal to ban motor vehicles from entering Greville Road eastbound. However, we have serious concerns about the proposed new layout. Specifically, eastbound cyclists will have to move to the offside and cross oncoming motor traffic with no safe refuge (Figure 2a).

Junction as proposed

- Works for westbound cyclists on Greville Road
- Eastbound cyclists have to cross traffic flow
- No safe waiting space

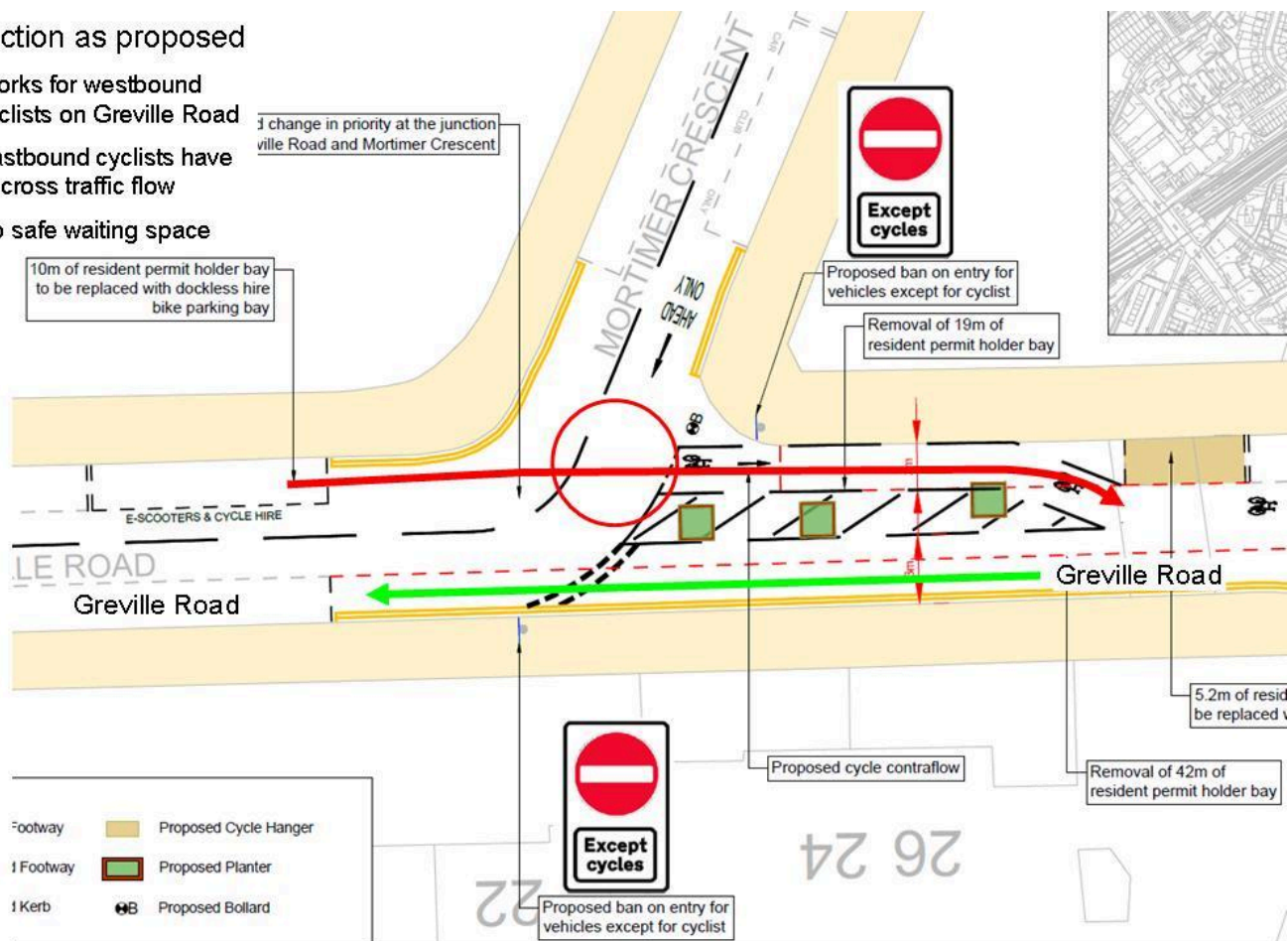


Figure 2a - Consultation Proposal for Greville Road/Mortimer Crescent Junction

Instead, we suggest keeping the priority as it exists now (traffic on Mortimer Crescent gives way to Greville Road) and add a marked cycle route eastbound on Greville Road - see Figure 2b

Suggested Layout

- Keep current priority
- Mark cycle lane eastbound on Greville Road

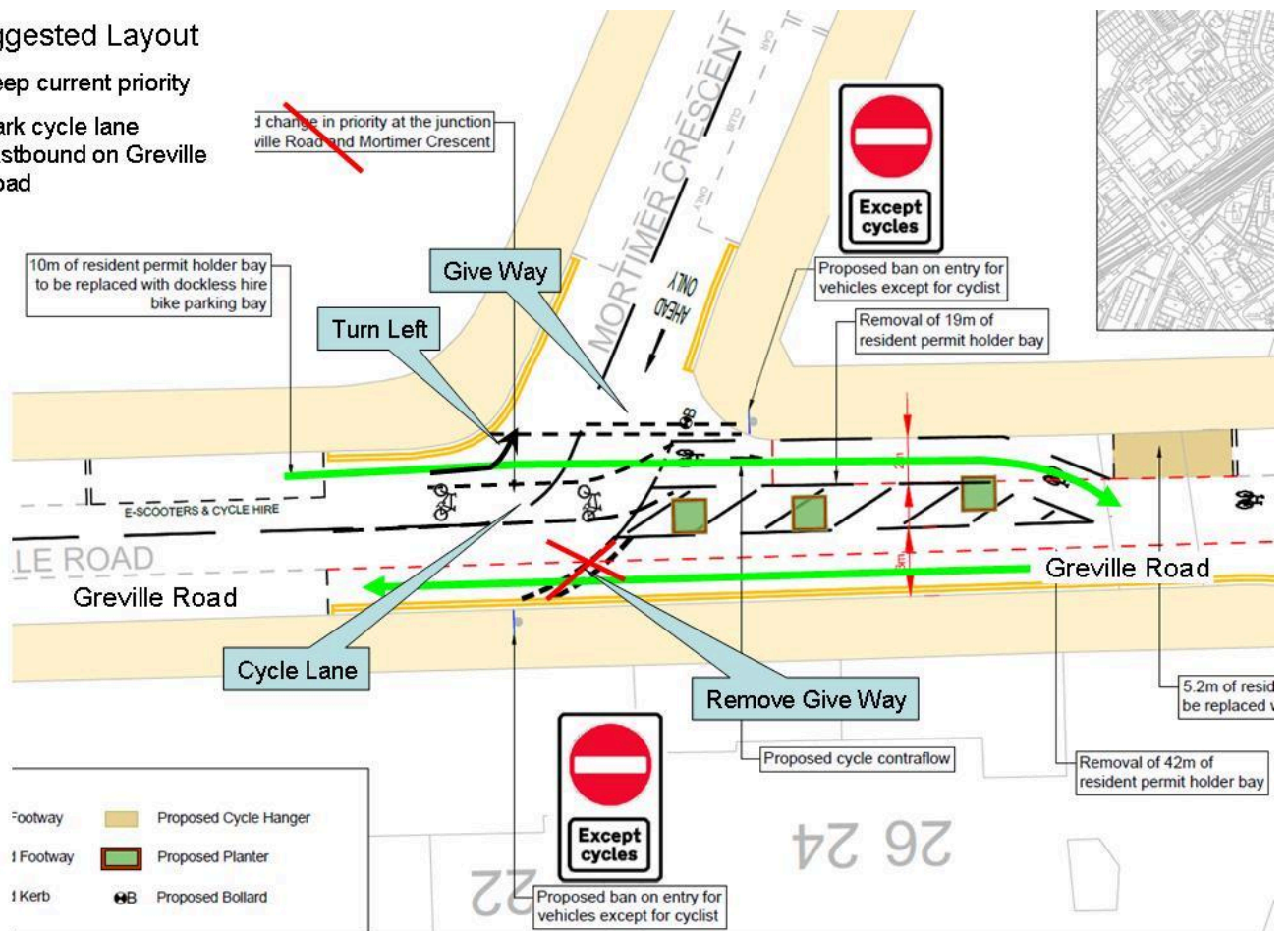


Figure 2b - Revised Proposal for Greville Road/Mortimer Crescent Junction

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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